



SECOND PROTOTYPE ON TEST. The first Constitution has been flying since November, 1946, and has completed all basic testing. This type has a definite civil application and as a troop transport is fitted with 92 airliner-type seats on the top deck and 76 on the lower deck. Weighing over 82 tons, the Constitution has a range of 3,500 miles, a wing span of 189 ft and the fuselage is 156 ft long.

M.C.A. Attitude to S. African Charters : Special V.V.I.P. Viking

ANGLO-ITALIAN TREATY

AN air transport agreement between the United Kingdom and Italy was signed on June 25th. It provides for a reciprocal exchange of rights, and permits British airlines to call at points in Italy on routes to the Commonwealth, the Far East, Middle East, Greece and Turkey; and Italian airlines to call at points on British territory on routes to North America, the Caribbean and to North and South Africa. Reciprocal air services will also be allowed between the United Kingdom and Italy and between Italy and Malta. The agreement has been based on the principles of capacity as agreed at Bermuda.

SOUTH AFRICAN CHARTER CONTROVERSY

THERE has been some confusion and misunderstanding on the position of the South African charter companies who, it is reported, will defy a ban, imposed by the British Ministry of Civil Aviation, on flights to this country. It has been reported from South Africa that the Commercial Aviation Association has asked the Union Defence Minister, Mr. F. C. Erasmus, to intervene in the matter.

The position is that for some time there has been a steady flow of charter traffic from South Africa in such a fashion as to be little removed, if at all, from scheduled operations. Article 5 of the Chicago Convention states clearly that aircraft engaged in other than scheduled operations shall enjoy the privilege of carrying international passengers and cargo subject to limitations imposed by the states concerned. Subsequently each member of I.C.A.O. circulated through the organization a memorandum stating those limitations. The British memorandum, dated December 16th, 1947, was distributed to all members in January this year, and clearly states that all non-scheduled operations by foreign operators shall be subject to a system of special permits for a series of flights or a permit for each individual flight. The limitation was imposed in order to protect the British airlines from piracy from outside, and similar limitations have been included by other countries to protect their own national airlines. A request has been made at government level that South African charter operators shall be made to toe the line after August 1st, and in order to enforce the regulations all facilities at airfields in the U.K. will be refused to South African aircraft on unauthorized commercial flights which are not undertaken as agents or associates of either South African Airways or B.O.A.C.

S.A.S. LIMITED

A LIMITED company has been formed in Great Britain to combine the official air services of A.B.A. (Sweden), D.D.L. (Denmark) and D.N.L. (Norway) into one organization. The formation of the company into one legal entity in this country will facilitate official negotiations and avoid constant reference to each of the three Scandinavian companies. S.A.S. Inc. was formed two years ago in the United States. Mr. Dennis H. Handover has been appointed chairman and each of the participating companies will appoint directors. Mr. V. Christensen, who was previously chief executive of Danish Airlines in Great Britain, is the general manager. In Scandinavia, S.A.S. has no legal standing as a company, but is run at the present moment by committees made up of representatives from the three participants. Copenhagen is the headquarters for traffic, sales, operations, publicity and other branches of the organization with the exception of the S.A.S. charter section, which is based in Oslo. It is expected that there will be further reorganization later in the year. The S.A.S. has so far taken delivery of nine DC-6s, which are at present being used for testing and crew training at Bromma airport, Stockholm. Four more of the type are expected soon.

The first to be operated regularly to London arrived at Northolt on June 22nd on the service which will fly from Stockholm through Copenhagen daily throughout the summer.

BALTIC AIR FREIGHT MARKET

DURING the past few weeks there has been a considerable amount of business in air freight transactions, and the Baltic Air Freight Advisory Committee in collaboration with the British Air Charter Association is making steady progress in the preparation of an Air Freight Charter Party which it is hoped will be generally accepted as an agreed document. The absence of such a predetermined agreement on recognized terms and conditions has tended in the past to slow down and complicate the completion of business transactions, and the adoption of standard documents will considerably aid the development of air freight charter work. While the task of drawing up proforma charter parties and other agreed documents is primarily one for the air charter associations, an Exchange is the appropriate body for ensuring adherence to